

REMARKS

Paragraphs [0030] and [0039] have been amended, claims 1-25 have been cancelled, and claims 26, 27, and 28 have been added to the present application in this Amendment. No new matter has been introduced. This Amendment also addresses the rejections contained in the outstanding Final Office Action, mailed January 10, 2008. Allowance of the present application is respectfully requested.

Rejections under 35 U.S.C. §103 – *BALLANTYNE, RICHERT, ROSS*

Claims 1, 5, and 25 stand rejected under 35 U.S.C. §103(a) as being unpatentable over U.S. Patent No. 4,635,560 ("*Ballantyne*"), in view of U.S. Patent No. 5,542,356 ("*Richert*") in further view of U.S. Patent No. 6,307,766 ("*Ross*").

Applicants submit that the cancellation of claims 1, 5, and 25 renders their rejections moot, and present arguments regarding new claims 26, 27, and 28.

Ballantyne allegedly teaches in FIG. 6 a schematic representation of the linear induction motor (LIM) primary and secondary apparatus, including a primary 20 shown as a WYE-connected three-phase winding and a secondary 18 shown as a three-phase winding. The primary 20 and the secondary 18 are said to be generally coupled, and the terminals 38 of the secondary 18 are said to be connected to a three-phase controlled rectifier bridge 40 that allegedly charges a set of storage batteries 42. (*Ballantyne*, col. 4, lines 39-47).

The Examiner alleges that "*Ross* teaches power and information are transferred in the same manner as power." (*Final Office Action*, page 3). Applicants presume that the Examiner is discussing FIGS. 2 and 3 of *Ross*, which allegedly provide detailed diagrams of primary conductor 20 and secondary conductor 30 which are said to transfer control signals. FIG. 2 allegedly depicts a primary conductor 20 including a primary winding 50', a sync pulse generator 45 connected to the primary winding 50', switches 26-28 that are controlled by controller 40, amplifier 21, and satellite switches 61 and 62. FIG. 3 allegedly depicts a secondary conductor 30 including a transformer secondary winding 50'', switches 32-34, Hall switches 55 and 56, and a controller 40. Satellite switches 61 and 62 are said to connect to a tap in primary winding 50' so as to step-up the voltage in secondary winding 50'', thereby separating controls signals from the three power paths in both voltage amplitude and time separation. Hall switches 55 and 56 allegedly transmit encoded Hall signals in the form of pulse signals to the

controller 60 for processing into bi-polar signals, which are then said to be sent by the secondary winding 50" to primary winding 50'. Controller 40 allegedly then decodes the bi-polar signals into normal Hall signals that are used by the amplifier 21 to regulate output. (*Ross*, col. 3, lines 39-64).

Richert allegedly teaches FIG. 3 a stator located along the travel path of a transport vehicle and an exciter on the transport vehicle, including a poles S1 and S2 on the stator and poles E1 and E2 on the exciter part located opposite each other. An optimum coupling into the higher frequency share into the exciter allegedly takes place on the side of the stator, and an effect due to position-dependent phase reversal of the higher-frequency alternating current is said to result in an in-phase alternating current being induced in the exciter. (*Richert*, col. 5, lines 29-40). *Richert* allegedly teaches in FIG. 4 a synchronous linear drive including a long stator S and an exciter E. The long stator S is said to include a plurality of stator sections, each having stator windings SA, SB, and SC that are connected to inverters WA, WB, and WC, respectively. Each inverter is allegedly powered by an energy supply EV. The exciter is said to include an exciter winding EE that is connected to a rectifier GE that makes energy available to a compressor unit on a transport vehicle. *Richert* allegedly further teaches that in order to drive the vehicle of the linear drive, a direct current is fed into the exciter winding and a traveling field is said to be created by stator windings SA, SB, and SC, and that the inverters WA, WB, and WC are said to impose a higher frequency alternating current on the lower frequency alternating current that serves to generate the traveling field. The lower frequency alternating current allegedly makes energy available for propulsive force and the higher frequency alternating current allegedly induces a voltage in the exciter winding EE, thereby inductively couples energy into the exciter winding. (*Richert*, col. 4, line 47 – col. 5, line 24).

Applicants submit that nothing in *Ballantyne*, *Ross*, and *Richert* can teach or suggest the limitations of claim 26. Specifically, Applicants point to the limitations of "using a neutral current for the transmission of at least one of power and information via the inductive coupling between the stator and the secondary part," wherein "the neutral current is three times the power supply frequency and has the same phase angle in all windings so as to induce a non-traveling time-variable field," and wherein "the star point is connected so as to allow the return flow of the neutral current" as recited by claim 26, though Applicants do not admit that any limitations of claim 26 can be taught or suggested by *Ballantune*, *Ross*, and *Richert*.

Therefore, for at least these reasons and reasons contained in all the limitations and interrelationships of claim 26, Applicants respectfully request that the rejection under *Ballantyne*, *Ross*, and *Richert* be withdrawn.

Rejections under 35 U.S.C. §103 – *BALLANTYNE, RICHERT, ROSS, & FUJITA*

Claim 21 rejected under 35 U.S.C. §103(a) as being unpatentable over *Ballantyne* in view of *Richert*, in further view of *Ross*, and in further view of JP 03007002 (“*Fujita*”).

Applicants submit that the cancellation of claim 21 renders its rejection moot, and present arguments regarding new claims 26, 27, and 28.

Applicants submit that, even if *Fujita* could be combined with *Ballantyne*, *Richert*, and *Ross* (which Applicants do not admit), nothing in *Fujita* cures the deficiencies of *Ballantyne*, *Richert*, and *Ross* discussed above regarding claim 26. Therefore, for at least these reasons and reasons contained in all the limitations and interrelationships of claim 26, Applicants respectfully request that the rejection under *Ballantyne*, *Richert*, *Ross*, and *Fujita* be withdrawn.

CONCLUSION

In view of the above remarks and amendments, Applicants respectfully submit that each of the rejections has been addressed and overcome, placing the present application in condition for allowance. A notice to that effect is respectfully requested. If the Examiner believes that personal communication will expedite prosecution of this application, the Examiner is invited to contact the undersigned.

Should there be any outstanding matters that need to be resolved in the present application, the Examiner is respectfully requested to contact Donald J. Daley, Reg. No. 34,313 at the telephone number of the undersigned below.

If necessary, the Commissioner is hereby authorized in this, concurrent, and future replies, to charge payment or credit any overpayment to Deposit Account No. 08-0750 for any additional fees required under 37 C.F.R. § 1.16 or under 37 C.F.R. § 1.17; particularly, extension of time fees.

Respectfully submitted,
HARNESS, DICKEY, & PIERCE, P.L.C.

By



Donald J. Daley, Reg. No. 34,313

P.O. Box 8910
Reston, Virginia 20195
(703) 668-8000

DJD/ADK:krm

